City of Seattle

Department of Construction and Inspections

Nathan Torgelson, Director

DESIGN REVIEW

EARLY DESIGN GUIDANCE OF THE NORTHEAST DESIGN REVIEW BOARD

Project Number:	3026788
Address:	1309 NE 66th Street
Applicant:	Heather Hargesheimer, Weinstein A+U
Date of Meeting:	Monday, May 8th, 2017
Board Members Present:	Eric Blank (Chair) James Marria Anita Jeerage Brian Bishop Joe Hurley
Board Members Absent:	None
SDCI Staff Present:	David L. Landry, AICP, Land Use Planner

SITE & VICINITY

Site Zone: Neighborhood Commercial 2 Pedestrian Designation Zone [NC 2P-65 (4.0)]

Nearby Zones: North – SF 5000
South – NC2P-65 (1.3)
East – NC 2P-65 (4.0)
West - NC 2P-65 (4.0)

Overlay Districts: Roosevelt Residential Urban Village
Roosevelt Station Area Overlay
Frequent Transit Service Area

Project Area: 7,159 square feet (sq. ft.)

Current Development:
The proposal site is located on the southeast corner of Brooklyn Ave NE and NE 66th St. The site consists of two separate parcels located at 1309 and 1311 NE 66th Street. The property at 1309 is currently occupied by a two story single family residence and detached garage built in 1914. The property located at 1311 is currently occupied by a two story Tudor style brick residence built in 1929.

Surrounding Development and Neighborhood Character:
The proposal site is located in the north Seattle Roosevelt neighborhood in a designated pedestrian zone. The site is located just north of NE 65th Street, a major east-west thoroughfare and the northbound 12th Ave NE and southbound Roosevelt Way NE both major arterials for north and south bound traffic. This area was traditionally considered a residential neighborhood prior to the 1980's. Currently the surrounding neighborhood area is in transition, due in part to the construction of the Roosevelt light rail station at the corner of NE 65th and 12th Ave NE to higher density residential uses. As a result, there are multiple vacant properties in the area that are awaiting proposed redevelopment to commence. One such project is the approved mixed-use project located at the corner of 12th Ave NE and NE 66th located to the west of the proposal site. Other land uses in the area include Roosevelt High School, the largest high school in Seattle, located just to the north of the proposal site. Other uses include Cowen located several blocks to the south between Brooklyn Ave NE and Cowen Park Bridge and Ravenna Park located east of Cowen Park Bridge.

Access:
Access to the site can be obtained by traveling north along 12th Ave NE, turning east onto NE 66th, then south onto Brooklyn Ave NE and east into the site or is west along NE 65th St, then north onto Brooklyn Ave and then east into the site .

Environmentally Critical Areas:
The site is not located in an Environmentally Critical Area.

PROJECT DESCRIPTION
This is a proposal to construct a seven-story, 71 unit apartment structure with parking for 38 motor vehicles. The existing structures to be demolished.

EARLY DESIGN GUIDANCE May 8, 2017

The packet includes materials presented at the meeting, and is available online by entering the project number (3026788) at the following website:
http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx

The packet is also available to view in the file, by contacting the Public Resource Center at SDCI:

Mailing Address: **Public Resource Center**
700 Fifth Ave., Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

Email: PRC@seattle.gov

PUBLIC COMMENT

At the EDG meeting, the following comments were provided:

- Suggested that the project proposal needs to be shown with greater context with the existing neighborhood and adjacent buildings. Also as there are other development proposals along 66th Ave NE, it would be beneficial to see these developments too and how they interact with the proposed project.
- Suggested that as Roosevelt High School is the only major institution in the neighborhood with historical character as pointed out in the Neighborhood Design Guidelines, the project should reflect some of this historical character contextual ideas from the school.
- Supported the use of masonry materials that relate to the high school and other buildings in the area that use masonry material at their base of buildings.
- Appreciated the attention to Green Streets.
- Supported a wider sidewalk, the generous amount of landscaping and giving over more street frontage to the public realm.
- Supported the use of an evergreen tree as a street tree per SDOT recommendation.
- Supported Option 3 with the enhanced public space at street level.
- Advocated for the replication/preservation of the Pacific Northwest Native American art motif painted on single-family residential garage located on the southwest corner of the proposal site as it has been on the garage for decade and is part of the community.
- Asked if the design options were based on current or HALA up-zoning.
- Appreciated the stepping back of the building at the lower level as it helps to engage the sidewalk better.
- Felt that some of the visual aesthetic is lost at the upper story of the building creating the feeling that the building aesthetics would be problematic.
- Concerned that the view from the High School might not be as interesting as the street level views which does not have same amount of visual interest; setbacks and articulation or street level detail.
- Felt that this project could benefit from the introduction of ground level commercial uses that can support the large amount of current and future housing in the area

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance.

1. **Massing and Design Concept:** The Board was generally supportive of the preferred massing option (Alternative 3) but echoed public comments about wanting to see how this design proposal fits into the overall context of the neighborhood in through the use of colors, textures, materials, and forms.
   a. The Board requested that the applicant provide more images; perspectives, sections that show the overall neighborhood context, including the high school, of the proposed design in relationship to other recently approved projects in the area. The Board was keenly interested in how this project, while being brought forward by the same developer as several other projects in the area, will be different from the others and what will make it unique.

2. **Ground Level Setback:** Board members were surprised how the building frontage along 66th Street was set back away from the property line and then stepped down to private patios and questioned why the use of this typology is preferred as opposed to the reverse as would be seen in a more urban stoop type of condition. Board members were concerned that the patio spaces along 66th St. might be excessively large but supported the general concept of creating opportunities for more activity along 66th with the larger than usual building setback.
   a. The Board requested additional sections and other information to demonstrate how this approach is the best design solution.
   b. The Board requested a long section drawing of the street to gain a better understanding of how the sidewalk, setbacks, landscaping, patio and other elements work.

3. **Sidewalk Width and Adjacent Block Transition:** Board members were curious about the width of the sidewalks of the proposal and how it transitions to the sidewalks of the adjacent project to the west.
   a. The Board agreed with public comment and requested that more space be given to the sidewalk width along 66th St., more in line with Seattle Department of Transportation's (SDOT) recommendation of providing an 8-foot wide sidewalk and a 6-foot wide planter. The Board agreed that one way to achieve this would be to start the landscaping within the property line instead of it protruding forward toward the street, thus allowing more space for sidewalk use.
   b. The Board requested that the residential patios along 66th St. be reduced in depth to allow for additional space to be allocated to the sidewalk width.

4. **Landscape Plan:** The Board questioned the use of the Douglas fir as a street tree as they are normally forest trees. In light of approval by the City's arborist and public comment, the Board could support this selection if the composition and relationship to the project design was well conceived.
   a. The Board suggested that the applicant provide an arborist report done to assess the current disposition of the existing street trees.

5. **Entry Transition:** Board members were concerned about the lack of a distinct building entrance at the corner of the preferred option but were satisfied with how the mid-block entry along Brooklyn Ave. leads directly into the lobby area defined by the large two-story transparent façade, located at the corner and in effect announcing the primary entry into the building.

6. **Garage Door:** As a humanizing design element, the Board reiterated public comment and suggested the replication/preservation of the Pacific Northwest Native American art motif painted on single-family residential garage located on the southwest corner of the proposal site as an homage to the previous image.

7. **Context:** The Board asked that the applicant to provide more exhibits that show the larger neighborhood context and what makes it unique in addition to images of what the context of the neighborhood will look like in the next 5 years.

   Did the Board talk about materiality?

DEVELOPMENT STANDARD DEPARTURES

At the time of the Early Design Guidance meeting, the following departures were identified:

1. **Setback Requirements at Northeast 66th Street. (SMC 23.47A.009.D.1.a.1):** The Code requires that along Northeast 66th Street, an average ground-level setback of 10 feet along the length of the street property line and a minimum upper-level setback of 4 feet. The minimum upper-level setback shall be provided in addition to the required ground-level setback at all points along the length of the street property line at 45 feet of height and above, as measured from average finished grade.

   The applicant is requesting a departure from the 4-foot upper level setback and is proposing to provide an additional 4-foot setback at the street level and second level instead. The departure would allow for more ability to enhance the pedestrian environment along NE 66th St. by providing additional space for improvements, including space for street trees, pedestrian seating, and residential unit yards.

   The Board indicated preliminary support for this departure request provided the street level experience is truly enhanced by the highlighted pedestrian amenities and high quality landscape design.

2. **Street-Level Development Standards –Street Level Street-Facing Facade. (SMC 23.47A.008.D.2)**: The Code requires that street-level street-facing facades shall be located within 10 feet of the street lot line, unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided.

The applicant is requesting a departure from the maximum 10-foot distance to the street lot line and instead provide a 14-foot distance to the street lot line which will include a landscape/open space buffer.

The Board indicated preliminary support for this departure request provided the street level experience is truly enhanced by the highlighted pedestrian amenities and high quality landscape design.

3. **Setback Requirements at Brooklyn Avenue (SMC 23.47A.009.D.1.a 2)**: The Code requires that an average ground-level setback of 5 feet along the length of the street property line and a minimum upper-level setback of 4 feet for Brooklyn Avenue Northeast. The minimum upper-level setback shall be provided in addition to the required ground-level setback at all points along the length of the street property line at 45 feet of height and above, as measured from average finished grade.

   The applicant is requesting a departure from the additional 4-foot upper level setback and instead provide an additional 4-foot setback at the street level and second level. The departure would allow for more ability to enhance the pedestrian environment along Brooklyn by providing additional space for improvements, including space for street trees, pedestrian seating, and residential unit yards.

   The Board indicated preliminary support for this departure request provided the street level experience is truly enhanced by the highlighted pedestrian amenities and high quality landscape design.

4. **Sight Triangle (SMC23.54.030.G.1):** The Code requires that for two-way driveways or easements 22 feet wide or more, a sight triangle on the side of the driveway used as an exit shall be provided, and shall be kept clear of any obstruction for a distance of 10 feet from the intersection of the driveway or easement with a driveway, easement, sidewalk, or curb intersection if there is no sidewalk. The entrance and exit lanes shall be clearly identified.

   The applicant is requesting a departure for a reduction in the required 10 feet unobstructed distance of 10 feet down to 9.5 feet. The applicant is proposing the use of mirrors, textured pavement, and in ground warning lights in lieu of providing the full sight triangle to diminish presence of garage entry at the street. The applicant states that as Brooklyn Ave. E. is a side street that experiences an increase in pedestrian traffic during school hours. The reduction in the site triangle depth, as well as using alternative measures will help to minimize any potential impacts to pedestrian traffic, along the street as well as helping to maintain a consistent street frontage.

The Board indicated preliminary support for this departure request but wanted to see clear documentation as to how and/or why the reduced site triangle works and how the reduced site triangle is safe.

5. **Driveway Slope (SMC 23.54.030.D.3):** The Code requires that no portion of a driveway, whether located on a lot or on a right-of- way, shall exceed a slope of 15 percent, except as provided in this subsection 23.54.030.D.3. The maximum 15 percent slope shall apply in relation to both the current grade of the right-of-way to which the driveway connects, and to the proposed finished grade of the right-of-way if it is different from the current grade. The ends of a driveway shall be adjusted to accommodate an appropriate crest and sag. The Director may permit a driveway slope of more than 15 percent if it is found that:
   a. The topography or other special characteristic of the lot makes a 15 percent maximum driveway slope infeasible;
   b. The additional amount of slope permitted is the least amount necessary to accommodate the conditions of the lot; and
   c. The driveway is still useable as access to the lot.

   The applicant is asking for a departure to allow for a driveway slope of up to 20%. The applicant states that as the Roosevelt Commercial Core and Pedestrian Overlay area is transitioning away from providing automobile parking. In line with this, they would like to minimize the presence of covered at grade covered parking by placing all project parking below grade. In order to do this, the driveway ramp will need to have a slope of 20% a product of required clearances and dimension available within the constraints of the lot.

   The Board indicated preliminary support of the Director approving the decision to approve this departure request although some Board members concerns about safety at the top of the ramp and wanted to see better documentation as to how and why the departure works.

DESIGN REVIEW GUIDELINES

The priority guidelines identified by the Board as Priority Guidelines are summarized below, while all guidelines remain applicable. For the full text please visit the Design Review website.

CONTEXT & SITE
CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.
CS2-B. ADJACENT SITES, STREETS, AND OPEN SPACES

CS2-B-1. Site Characteristics: Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing.

CS2-B-2. Connection to the Street: Identify opportunities for the project to make a strong connection to the street and carefully consider how the building will interact with the public realm. Consider the qualities and character of the streetscape— its physical features (sidewalk, parking, landscape strip, street trees, travel lanes, and other amenities) and its function (major retail street or quieter residential street)—in siting and designing the building.

CS2-B-3. Character of Open Space: Contribute to the character and proportion of surrounding open spaces. Evaluate adjacent sites, streetscapes, trees and vegetation, and open spaces for how they function as the walls and floor of outdoor spaces or "rooms" for public use. Determine how best to support those spaces through project siting and design (e.g. using mature trees to frame views of architecture or other prominent features).

CS2-C RELATIONSHIP TO THE BLOCK

CS2-C-1. Corner Sites: Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances. Consider using a corner to provide extra space for pedestrians and a generous entry, or build out to the corner to provide a strong urban edge to the block.

CS2-D HEIGHT, BULK, AND SCALE

CS2-D-1. Existing Development and Zoning: Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.

CS2-D-2. Existing Street Features: Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent proper-ties; for example siting the greatest mass of the building on the lower part of the site or using an existing stand of trees to buffer building height from a smaller neighboring building.

CS2-D-4. Massing Choices: Strive for a successful transition between zones where a project abuts a less intense zone.

CS2-D-5. Respect for Adjacent Sites: Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

Roosevelt Supplemental Guidance:

CS2-I. SENSE OF PLACE

CS3-I-i. Commercial Arterials: Focus vibrant commercial uses and a strong continuous street wall facing the commercial arterials: NE 65th St., Roosevelt, Way NE, and 12th Ave NE (in the commercial areas).

CS3-I-ii. Fabric of Connect Buildings: Develop a fabric of connected buildings through streetscapes rather than a series of isolated structures.

CS2-II. ADJACENT SITES, STREETS AND OPEN SPACES

CS3-II-i. Private Open Spaces: Consider incorporating private open spaces between the street and residences and between adjacent properties. This is especially important for

multifamily developments west of Roosevelt Way, and for the frontages of developments in neighborhood commercial zones that face non-arterial streets.

CS3-II-ii. Ground-Level Landscaping: Ground-level landscaping should be used between the structure(s) and sidewalk in multi-family areas.

CS3-II-iii. Gateway Feature Design: Gateway features should include a variety of design elements that enhance the prominent neighborhood intersections identified below. The following design elements are encouraged:

- Sidewalk awning (transparent);
- Special paving or surface treatments;
- Outdoor art;
- Special landscaping;
- Pedestrian lighting;
- Seating; and
- Trash & recycling collection

The following locations have been identified as key gateways and key locations for the neighborhood (see Map 2, page 5):

- Roosevelt Way NE and NE Ravenna Boulevard;
- Roosevelt Way NE and NE 75th;
- NE 65th and 8th Avenue NE;
- Weedin Place;
- NE 65th and 15th Avenue NE;
- Roosevelt Way NE and NE 65th;
- 12th Avenue NE and NE 65th; and
- 12th Avenue NE and NE Ravenna Boulevard.

CS3 Architectural Context and Character: Contribute to the architectural character of the neighborhood.

CS3-B. LOCAL HISTORY AND CULTURE

CS3-B-1. Placemaking: Explore the history of the site and neighborhood as a potential placemaking opportunity. Look for historical and cultural significance, using neighborhood groups and archives as resources.

CS3-B-2. Historical/Cultural References: Reuse existing structures on the site where feasible as a means of incorporating historical or cultural elements into the new project.

Roosevelt Supplemental Guidance:

CS3-I. EMPHASIZE POSITIVE NEIGHBORHOOD ATTRIBUTES

CS3-I-i. Roosevelt High School Architectural Heritage: Roosevelt High School Architectural Heritage: New buildings built adjacent to the high school (particularly on the blocks immediately south of the school) should complement and defer to the architectural prominence of the school, and contribute to a campus-like setting in the immediate school vicinity.

CS3-I-ii. Vibrant Streetscape: Reinforce a vibrant streetscape

a. Apply a pedestrian-oriented design;
b. Include multiple recessed entries; and

c. Considering offering commercial and residential units of different sizes and at a range of price points.

CS3-I-iii. Streetwalls: Street walls facing arterial streets (NE 65th St., Roosevelt Way, and 12th Ave NE) in the Commercial Core should be designed to incorporate traditional commercial façade components: lower base course, upper-level façade and cap.

PUBLIC LIFE

PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.

PL1-B. WALKWAYS AND CONNECTIONS

PL1-B-2. Pedestrian Volumes: Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.

PL1-C. OUTDOOR USES AND ACTIVITIES

PL2-C-1. Selecting Activity Areas: Concentrate activity areas in places with sunny exposure, views across spaces, and in direct line with pedestrian routes.

PL2-C-2. Informal Community Uses: In addition to places for walking and sitting, consider including space for informal community use such as performances, farmer's markets, kiosks and community bulletin boards, cafes, or street vending.

PL2-C-3. Year-Round Activity: Where possible, include features in open spaces for activities beyond daylight hours and throughout the seasons of the year, especially in neighborhood centers where active open space will contribute vibrancy, economic health, and public safety. These may include:

a. seasonal plantings or displays and/or water features;
b. outdoor heaters;
c. overhead weather protection;
d. ample, moveable seating and tables and opportunities for outdoor dining;
e. an extra level of pedestrian lighting;
f. trees for moderate weather protection and shade; and/or
g. 24-hour wi-fi service.

PL2 Walkability: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

PL2-B. SAFETY AND SECURITY

PL2-B-1. Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance through strategic placement of doors, windows, balconies and street-level uses**.**

PL2-B-2. Lighting for Safety: Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

PL2-B-3. Street Level Transparency: Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways. Choose semi-transparent rather than opaque screening.

PL2-D. WAYFINDING

PL2-D-1. Design as Wayfinding: Use design features as a means of wayfinding wherever possible, and provide clear directional signage where needed.

Roosevelt Supplemental Guidance:

PL2-I. STREET

PL2-I-i. Sidewalks and Small Open Spaces: Consider providing wider sidewalks in the commercial core along streets with high volumes of auto use. Small open spaces, such as gardens, courtyards, or plazas that are visible or accessible to the public are encouraged.

PL2-I-ii. Pedestrian Lighting: ii. Provide pedestrian scaled lighting on streets with direct access to the light rail station, near the High School, and on neighborhood green streets and/or greenways. These streets include 12th Ave NE, NE 66th, NE 67th, and NE 68th Streets.

PL2-I-iii. Pedestrian Amenities: Pedestrian amenities are encouraged where appropriate along sidewalks within the commercial core. Amenities should be placed within setbacks. Examples of amenities include:

- Trash & recycling
- Canopies
- Seating
- Drinking water fountains
- Artwork
- Special surface treatments
- Plantings
- Pedestrian scaled lighting
- Courtyards

PL3-I-iv. Sidewalk Obstructions: Minimize sidewalk obstructions, especially in consideration of non-sighted pedestrians.

PL3-I-v. Adjacent to Bike Facilities: If adjacent to an existing or planned bicycle facility, such as a cycle track, design building facades and streetscape improvements to minimize conflicts between transportation modes.

PL3 Street-Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

PL3-B RESIDENTIAL EDGES

PL3-B-1. Security and Privacy: Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings. Consider design approaches such as elevating the main floor, providing a setback from the sidewalk, and/or landscaping to indicate the transition from one type of space to another.

PL3-B-2. Ground Level Residential: Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street and sidewalk. Consider providing a greater number of transition elements and spaces, and choose materials carefully to clearly identify the transition from public sidewalk to private residence. In addition to the ideas in PL3.B1, design strategies include:

a. vertical modulation and a range of exterior finishes on the facade to articulate the location of residential entries;
b. pedestrian-scaled building addressing and signage, and entry elements such as mail slots/boxes, doorbells, entry lights, planter boxes or pots; and
c. a combination of window treatments at street level, to provide solutions to varying needs for light, ventilation, noise control, and privacy.

PL3-B-3. Buildings with Live/Work Uses: Maintain active and transparent facades in the design of live/work residences that are required to orient the non-residential portions of the unit toward the street. Design the first floor so it can be adapted to other commercial use as needed in the future.

PL3-B-4. Interaction: Provide opportunities for interaction among residents and neighbors. Consider locating commonly used features or services such as mailboxes, outdoor seating, seasonal displays, children's play equipment, and space for informal events in the area between buildings as a means of encouraging interaction.

PL4 Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

PL4-B PLANNING AHEAD FOR BICYCLISTS

PL4-B-1. Early Planning: Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.

PL4-B-2. Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

PL4-B-3. Bike Connections: Facilitate connections to bicycle trails and infrastructure around and beyond the project. Design bicycling access points so that they relate to the street grid and include information about connections to existing trails and infrastructure where possible. Also consider signage, kiosks, building lobbies, and bicycle parking areas, where provided, as opportunities to share bicycling information.

PL4-B-3. Bike Connections: Facilitate connections to bicycle trails and infrastructure around and beyond the project. Design bicycling access points

PL4-C PLANNING AHEAD FOR TRANSIT

PL4-C-1. Influence on Project Design: Identify how a transit stop (planned or built) adjacent to or near the site may influence project design, provide opportunities for placemaking and/or suggest logical locations for building entries, retail uses, open space, or landscaping. Take advantage of the presence of transit patrons to support retail uses in the building.

PL4-C-3. Transit Connections: Transit Connections: Where no transit stops are on or adjacent to the site, identify where the nearest transit stops and pedestrian routes are and include design features and connections within the project design as appropriate.

Roosevelt Supplemental Guidance:

PL4-I. TRANSIT SUPPORTIVE DESIGN

PL3-I-i. Transit Stop Amenities: When adjacent to transit stops and/or facilities, particularly along NE 65th St., Roosevelt Way NE, and 12th Ave NE, where transit will connect to the light rail station, encourage the following:

- Expand sidewalk areas where possible;
- Encourage integration of rider waiting facilities into adjacent buildings;
- Provide overhead weather protection;
- Provide lighting and street furniture; and
- Accommodate smaller scale retail services.

PL3-I-ii. Bike Connections: Anticipate greater use of bicycles, especially along newly designated neighborhood greenways, and in conjunction with the future light rail station in order to minimize conflicts with other transportation modes. This may include siting building entrances to accommodate bicycle parking and storage facilities while simultaneously addressing pedestrian access and movement.

DESIGN CONCEPT

DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.

DC1-B. VEHICULAR ACCESS AND CIRCULATION

DC1-B-1. Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers by:

a. using existing alleys for access or, where alley access is not feasible, choosing a location for street access that is the least visually dominant and/or which offers opportunity for shared driveway use;
b. where driveways and curb cuts are unavoidable, minimize the number and width as much as possible; and/or
c. employing a multi-sensory approach to areas of potential vehicle pedestrian conflict such as garage exits/entrances. Design features may include contrasting or textured pavement, warning lights and sounds, and similar safety devices.

DC1-B-2. Facilities for Alternative Transportation: Locate any facilities for alternative transportation such as shared vehicles, carpooling and charging stations for electric vehicles in prominent locations that are convenient and readily accessible to expected users.

DC1-C. PARKING AND SERVICE USES

DC1-C-1. Below-Grade Parking: Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.

DC1-C-2. **Visual Impacts**: Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible. Consider breaking large parking lots into smaller lots, and/or provide trees, landscaping or fencing as a screen. Design at-grade parking structures so that they are architecturally compatible with the rest of the building and streetscape.

DC1-C-3. **Multiple Uses:** Design parking areas to serve multiple uses such as children's play space, outdoor gathering areas, sports courts, woonerf, or common space in multifamily projects.

DC1-C-4. Service Uses: Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation. Where service facilities abut pedestrian areas or the perimeter of the property, maintain an attractive edge through screening, plantings, or other design treatments.

DC2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

DC1-A. MASSING

DC2-A-1. Site Characteristics and Uses: Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space. In addition, special situations such as very large sites, unusually shaped sites, or sites with varied topography may require particular attention to where and how building massing is arranged as they can accentuate mass and height.

DC2-A-2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects. Consider creating recesses or indentations in the building envelope; adding balconies, bay windows, porches, canopies or other elements; and/or highlighting building entries.

DC2-C. SECONDARY ARCHITECTURAL FEATURES

DC2-C-1. Visual Depth and Interest: Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas). Detailing may include features such as distinctive door and window hardware, projecting window sills, ornamental tile or metal, and other high-quality surface materials and finishes.

DC2-C-2. Dual Purpose Elements: Consider architectural features that can be dual purpose—adding depth, texture, and scale as well as serving other project functions. Examples include shading devices and windows that add rhythm and depth as well as contribute toward energy efficiency and/or savings or canopies that provide street-level scale and detail while also offering weather protection. Where these elements are prominent design features, the quality of the materials is critical.

DC2-C-3. Fit With Neighboring Buildings: Use design elements to achieve a successful fit between a building and its neighbors, such as:

a. considering aspects of neighboring buildings through architectural style, roof line, datum line detailing, fenestration, color or materials,
b. using trees and landscaping to enhance the building design and fit with the surrounding context, and/or
c. creating a well-proportioned base, middle and top to the building in locations where this might be appropriate. Consider how surrounding buildings have

addressed base, middle, and top, and whether those solutions or similar ones might be a good fit for the project and its context.

DC2-D. SCALE AND TEXTURE

DC2-D-1. Human Scale: Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept. Pay special attention to the first three floors of the building in order to maximize opportunities to engage the pedestrian and enable an active and vibrant street front.

DC2-D-2. Texture: Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or "texture," particularly at the street level and other areas where pedestrians predominate.

Roosevelt Supplemental Guidance:

DC2-I ARCHITECTURAL AND FACADE COMPOSITION

DC2-II-i. Major Arterials:

a. Maximize the retail and street-level transparency (commercial zones);
b. Maximize the quality of exterior finish, especially at the base;
c. Incorporate a series of storefronts along the commercial street frontages.

DC2-II-ii. Green Streets: Along Green streets, Greenways, and Non-Arterial streets:

a. Maximize modulation, courtyards, human interaction;
b. Incorporate high quality materials, a mix of informal planting, and integration of natural materials, especially at the entries.

DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.

DC4-A BUILDING MATERIALS

DC4-A 1. Exterior Finish Materials: Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

DC4-A-2. Climate Appropriateness: Select durable and attractive materials that will age well in Seattle's climate, taking special care to detail corners, edges, and transitions. Highly visible features, such as balconies, grilles and railings should be especially attractive, well-crafted and easy to maintain. Pay particular attention to environments that create harsh conditions that may require special materials and details, such as marine areas or open or exposed sites.

DC4-B SIGNAGE

DC4-B-1. Scale and Character: Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs. Signage should be compatible in character, scale, and locations while still allowing businesses to present a unique identity.

DC4-B-2. Coordination With Project Design: Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with façade design, lighting, and other project features to complement the project as a whole, in addition to the surrounding context

DC4-C LIGHTING

DC4-C-1. Functions: Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.

DC4-C-2. Avoiding Glare: Design project lighting based upon the uses on and off site, taking care to provide illumination to serve building needs while avoiding off-site night glare and light pollution.

DC4-D TREES, LANDSCAPE AND HARDSCAPE MATERIALS

DC4-D 1. Choice of Plant Materials: Reinforce the overall architectural and open space design concepts through the selection of landscape materials. Choose plants that will emphasize or accent the design, create enduring green spaces, and be appropriate to particular locations taking into account solar access, soil conditions, and adjacent patterns of use. Select landscaping that will thrive under urban conditions.

DC4-D 2. Hardscape Materials: Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.

DC4-D-3. Long Range Planning: Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended. It may be necessary to create a landscaping plan for various stages of plant maturity, such as 5, 10, and 20 year plans in order to ensure the landscaping will perform and function as needed over the life of the project.

DC4-D-4. Place Making: Create a landscape design that helps define spaces with significant elements such as trees.

Roosevelt Supplemental Guidance:

DC4-I. EXTERIOR FINISH MATERIALS

DC4-I-i. Masonry: In the commercial core consider including masonry materials befitting the heritage of early 20th century commercial structures in the neighborhood (e.g. Roosevelt High School's masonry façade).

DC4-I-ii. Cladding Materials: The use of high-quality cladding materials, such as brick and terra cotta masonry; tile; natural and cast stone is strongly encouraged along commercial frontages, and scaled to pedestrian activity and scale, especially at the base and ground-levels. Concrete Masonry Units and high-quality concrete are also preferred over wood, metal, or cement-board claddings.

DC4-I-iii. Colors: Colors should be consistent with and chosen based on existing architectural cues and should be considered in terms of their relationship to neighboring structures.

DC4-I-iv. Natural and Modern Elements: The use of more natural elements, such a brick, wood, etc. that feels welcoming to pedestrians (see Ballard Ave. as example) or high quality, durable modern elements is encouraged.

DC4-I-v. Transparent Windows: Transparent, rather than reflective, windows facing the street are preferred.

DC4-I-vi. Transparent Awnings: Use of transparent awnings is preferred in the commercial core.

DC4-II. SIGNS

DC4-II-i. **Preferred Sign Types:** Preferred sign types include pedestrian-oriented and small signs incorporated into the building's architecture. A sign band or a blade-signs hung from beneath an awning or marquee are preferred within the Commercial Core Area, along with neon signs.

DC4-II-ii. Inappropriate Sign Types: Large illuminated box signs, canopy-signs, super graphics and back-lit awnings or canopies are not appropriate in the Roosevelt area.

DC4-III. RIGHT OF WAY FIXTURES AND ELEMENTS

DC4-III-i. Campus-Like Lighting & Street Furniture: When adding new fixtures and features in streetscapes, designers are encouraged to contribute to the campus-like setting of the Roosevelt neighborhood, especially in close proximity to the high school. This may inform selection of lighting fixtures, as well as street furniture.

DC4-IV. LANDSCAPING

DC4-IV-i. Historical Landscape Elements: Neighborhood plant choices should consider historical landscape elements.

DC4-IV-ii. Preferred Species: Preferred species for street trees are Tupelo 'Afterburner' or, in powerline locations, Dogwood 'White Wonder' or Katsura.

DC4-IV-iii. Indigenous Trees: Indigenous trees should be planted to maintain and reinvigorate a verdant tree canopy within the neighborhood.

BOARD DIRECTION

At the conclusion of the EARLY DESIGN GUIDANCE meeting, the Board recommended moving forward to MUP application.